



Yankee Chatter



Fall/Winter 2014/15
Yankee Chapter

www.yankeechapter.org
Antique Motorcycle Club of America

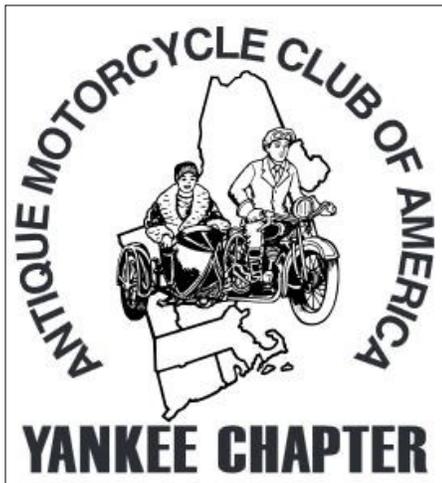
Established 1973
Ride 'Em- Don't Hide 'Em!



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Director's Message

Hi all and Happy New Year!

Looking forward to our 2105 season, as it will bring us a lot of opportunities to have fun with our machines and friends. But as usual, these things do not happen by themselves, so once again the Yankee Chapter will need your personal support.

We have already hit the pavement with two Yankee/AMCA promotions. We got serious with promotions about 8 years ago, where we have been attending various indoor and outdoor events to promote the chapter and hand out information about the club, and in particular the Hebron meet. We have signed up new members, got some bikes bought and sold, and- I hope- increased the turnout at Hebron.

On January 10 and 11, we brought 31 bikes to the Northeast Motorcycle Expo in Boston. We were provided the central aisle as you come into the show, so we were front and center! We received tremendous positive feedback and handed out thousands of fliers for Hebron and dozens of AMCA brochures. I would like to thank the following members for bringing their bikes. It wasn't easy, as the loading took hours and to unload we had to push the bikes out and into a parking lot ¼ mile away. So a real big slice of pie to these guys and gals: Darryl Cutter, Peter MacMurray, Ken Hershfield, Mike and Sandy Brown, Shawn Brown and his girlfriend, Mike Nichols and his girlfriend, along with Mike's parents Gerry and Mrs. Nichols, Dave Ciccalone, Rich Correia, Mike Vachon, Brian Keating, Paul Paddock, and Ted Smith.

The following weekend Chris Lenox coordinated our gang at the Springfield Motorcycle show, which included Ted Smith, Peter MacMurray, Jim Barnard, Jamie Seidell, Jen Goselin, Doug & Leslyee Frederick, Dana Faucher, and Wanda Stone.

Looking ahead to our planned events, the chapter should be providing all the fun you can handle with your clothes on! Look for the actual dates elsewhere in the newsletter.

Spring will bring us a Rhode Island camp and ride lead once again by Tom Covill. Don't let his rugged good looks deceive you! He knows his Indians, his back roads, and he has connections. Tom will take us on a new loop through Rhode Island. And don't forget the nice cook out and camaraderie of your fellow chapter mates.

Summer is jam packed for the Yankee's this year.

We have our 2015 "New England National Road Run" June 14-17. Based out of Keene NH at the Best Western Hotel, we have set up 4 nice riding loops – a short Sunday loop for those itching to get going, and then we're going to take in a bit of Bike Week up at Lake Winnepesaukee, ride the famous Route 100 in Vermont, and take a ride west through the Berkshires into NY. We have some surprises planned to keep the enjoyment and activity factor high! We already have 25 rooms booked at the Best Western, and Rich is receiving registrations from folks coming from as far as California, Wisconsin, and North Carolina. I expect 75 to 125 riders based on previous experience. If you have not done a National RR before, I encourage you to sign up for this one!! If you are new to this, let me say that this is not a huge gang ride of all the bikes in a line. People leave at different times depending upon their style and usually break up into small groups. It is a friendly atmosphere, and stopping along the way for getting a picture, something to eat, shopping, etc. is normal.

We stuffed another Camp and Ride into the schedule in July, again based out of the American Police Motorcycle Museum grounds. Last year we looped completely around Lake Winnepesaukee and it was great. Check elsewhere for the final date. Camp and rides do usually involve camping over in a tent or trailer, but you can stay at a hotel, or even just show up on Saturday morning to catch the ride.

This takes us to July 31 and August 1 for our Yankee Chapter National Meet, which will be again held at the Hebron Fairgrounds. I think we have hit upon a solid schedule that is working. Friday swap and display, with the mystery ride around 3pm and the steak dinner banquet at 6 pm. Saturday is full with

the swap, AMCA judging, field games after lunch, and our famous Yankee Judging and awards from all bikes on the display field. You are welcome to come Thursday afternoon to set up. You are welcome to stay over Saturday night. Club members have been enjoying a relaxed Saturday evening with the pressure of the meet behind, and a nice cookout. Feel free to participate. If you have youngsters, feel free to introduce them to the activity- we have been letting kids ride bicycles, minibikes, and electric toys in the field games, much to the enjoyment of all.

We give you the rest of August to do your own thing, and then in mid September we will again ride out of the Mohawk Park in Charlemont Mass right off Route 2. There are great accommodations from the camp owners and wonderful riding roads guided by Jim Seidell and his family. This camp and ride offers a restaurant, and bathroom and shower facilities, set along the river's edge. What river, I do not know!! But this year I am going to bring my fly rod and try my luck.



Did you know there is a motorcycle museum being built in Rockville Connecticut? Ken Kaplan has turned his love of vintage machines into an incredible venture. The New England Motorcycle Museum has involved a massive renovation to an old industrial complex and is complete with a bike shop, parts store, museum, and soon a restaurant. Ken has worked tirelessly with state officials as well as private backers to raise several million dollars for this effort. From the website:

"The museum is one of the largest brownfield projects in the state known as the Restoration of the Hockanum Mill. Ken Kaplan is leading the initiative with a team of 28 full time employees on site. When finished, this project will be one of the largest attractions in New England. Visitors will find a vintage motorcycle restaurant, microbrewery, outdoor mini-bike track, showroom, cycle shop, campground, live music, and much more."

These are some impressive plans. Ken brought two trailer loads of bikes to Hebron last year, and gave strong support at the Boston show. Ken has offered to display and safely house any of the chapter member bikes that are willing to be loaned. That means if you have some bikes that you just aren't getting to ride, you can share them with others while they are protected in the environmentally controlled museum.

Ken is looking for a qualified motorcycle mechanic for his shop. If this is something you or one of your family members is interested in you should give Ken a call at 860-916-09784. You can find the website at www.newenglandmotorcyclemuseum.org; on Facebook too at: <https://www.facebook.com/newenglandmotorcyclemuseum>



At the Club meeting in December, we donated \$500 to the fire house that Karl Nagy worked out of, as well as \$500 to the St. Jude's Children's Hospital. I think it's great that the chapter is able to help individuals or organizations; for me it adds a level of meaning to the chapter activity- I hope it does for you, too.

Did you know our chapter has 180 members? This is a deep club, with a lot of opportunity for support. If you need help, we can find a club member to lend a hand. If you drop me or any of the board members a note we will help you, or find someone who can. Along these lines, as I always do, I remind you that none of the chapter activity happens by magic. There are no elves that set up Hebron, no fairies that get the tee shirts for us, and no Santa to set up the ride routes, camping arrangements, food, and activity. What this means is plenty of opportunity for you to become involved in your club. Just thinking out loud, for the road run we will need to stuff packets, drive a sweep truck, keep security in the parking lot, help long distance travelers solve mechanical trouble, etc. Every year at Hebron we need people to work at the parking gate, the merchandise table, the AMCA judging, the field games, sell banquet tickets, ride in the field games, process vendor registrations, pick up trash and move the trash barrels, take membership applications, etc., etc., etc. If you have not had a chance to volunteer, maybe this is the year for you? The more people that volun-

teer, the shorter time each person needs to work. Why leave someone else at the gate for hours, when 16 people could volunteer just 1 measly hour. Remember the old saying, "many hands make light work"? That's it! As the events draw near, just call me or any of the board members to volunteer and we will add you to a list. Thank you in advance!!

Shop Tip: last year at Hebron I bought some Strong Arm Spray from the AMCA Chief Judge Don Dzurick. This stuff is supposedly "snake oil" by its description- lubricate, degrease, rust remover, paint primer, long term storage coating, electrical contact cleaner, you name it! Well, I have to tell you, it seems to be as advertised- I have been using it on a rag to rub off some rust, to lubricate threads, to use as tapping and cutting oil, used on abrasive paper on my surface plate to flatten and remove damage from parts, I took all the connectors apart on my 68 Cadillac and squirt a little in- I swear the headlights are brighter and the dash too. I have a bare metal tool box and fender I am not ready to paint. I had sprayed it with WD40 or some other oil I had and I thought it was starting to show rust. I rubbed it down with Scotchbrite pad and the Strong Arm- not only did it clean up all the light surface rust, it has not shown any rust at all in months. And on the rusty fender, I had used Evaporust but was not happy with it. I simply rubbed this down with the Scotchbrite and Strong Arm and it removed so much of the rust it looks perfectly preserved now. I rubbed down the whole '13 project, all the bare new parts and the old frame and everything to preserve it while I work on it and I am happy, happy, happy. This stuff is really good where corrosion is starting to appear- rims, spokes, etc. I think it is something to try.



Hey! Don't forget to take advantage of the Yankee Chapter website at www.yankeechapter.org. Chris can post your for sale and wanted ads, we are taking PayPal for the National Road Run registrations, the events listing, photos, etc. In fact, Chris set up a Yankee Facebook page which is an easy way to post and share pix, look for stuff, etc. Find us at: <https://www.facebook.com/pages/Yankee-Chapter-AMCA/167786603428772> As usual, you can reach out to your board of directors, or drop me a line at danmargolien@yahoo.com or give me a call in the evenings at 603-458-5013.

Warm Wishes,
Dan Margolien
Director



Congratulations to Jim Seidell, winner of the 2014 Yankee Spirit Award. The award was presented at the December Christmas Party & Business Meeting.

Thanks to all for your nominations and votes.

Photos from the Northeast Motorcycle Expo, Boston MA



Dear Yankees-

It's the beginning of February, and I am just getting around to renewing my membership in the Chapter. Elaine and I have been living in Weaverville, NC for a bit over a year, and we are happy with the move. We still have seasons (it's snowing right now), but the weather is a lot milder than New England, and we can ride year round, though not every day. This is called the good road state; they are referring to the condition of the roads, but I think it's about the nature of the roads. It seems like a giant playground for grown up children.

We live on a few acres in a small town near Asheville, with a big workshop and a small house. We brought most of the bikes along, and they are getting a lot of use. Last Summer I went on Buzz Kantor's Kick-Start Rally, riding my old R-60 1000 miles over a weekend. I've had this bike since 1972, and it is still my daily user in warm weather (after a major rebuild two years back). I also went to the local meet in Denton, NC, hosted by three Southern Chapters. Fun, but still miss Hebron and Oley.

There is a fairly active Vintage Bike scene here. People gather in Asheville every Wednesday night in warm weather. Also, a lot of national clubs have rallies in the area. I am working with Bob Coy to host the Motogiro East in Asheville this Fall, October 2,3 &4. This will be a 300 mile ride for small displacement bikes, 1968 and older, and I am trying to make it a fairly challenging ride, going from 2000 to 5500 feet in elevation, about 20% on gravel roads. All the roads here are very well maintained, so this should be fun. I will hope to see some of you here. We are holding this the week before the Barber Vintage Festival, with the thought that some folks might like to do both events.

I am planning to get to the Road Run in Keene, NH this June, so will see many of you then. Meanwhile, we are happy to see old friends; my email is still willpaley@att.net. We live just off the Blue Ridge Parkway, so if you are touring in the area we offer a meal, a room, or a campsite.

I remain, a Connecticut Yankee in the Heart of Dixie

Regards,

Will Paley

AMERICA

BY DAN EMERSON



Cannonball 2014. Cannonball number two for me and my wife Karen. After the amazing time we had with Richie, Darryl, and John on CB 2012, there was no way we were gonna sit this one out. Now all we need is a bike and a wad of hundreds. A year and a half to save the money was doable. The old Henderson needed a total makeover so it was time to get in the shop. The Hen had held up surprisingly well after the first run. New top end, wheels, paint and about a

thousand hours labor and she was ready to go! Like all you guys, I love wrenching just as much as riding. To be successful on a ride like this, you better know the machine. No crew to whisk my machine away for repairs at the end of the day. Anyhow, bike's all set, got a van for a support vehicle, stack of hundreds, and permission from the boss to skip off work for three weeks. Yup, I'm the boss. Only one problem- bike's too shiny. After all that work it was killing me to take that bike and flog it mercilessly across the country. Oh well, ride 'em don't hide 'em.

So it's July, I'm mowin the grass, daydreaming about the CB and Karen comes running out of the house saying a friend of ours knows a guy who knows a guy that wants to sell his 36 knuck. Yeah, right. Sure he does. But I'll admit, it didn't take me long to call him just to make sure it wasn't true. It was in the truck the next day, running a couple days later. Ahhh...a ratty old knucklehead. Perfect bike for the transcontinental beating. After a new set of pistons, rings, tranny rebuild and some wiring this old girl was ready. We had teamed up with my buddy Rich Duda who was riding his 36 VL. We loaded up the bikes and headed for Daytona in our new 89 Ford Econobus. It wasn't long before we realized why this truck only had 5,000 miles on it. Air conditioning should never have been optional in this rig. Karen affectionately nicknamed it The Easybake Oven. This was also going to be an endurance run for her as she was the support crew, driver, luggage carrier, map keeper, moral supporter, laundry lady, etc., etc., etc. Needless to say, don't leave home without her. Best crew on the run, bar none. Always smiling, never complaining.

Daytona Beach. Fun in the sun. After a couple of days on the beach we were ready to go. Plan was to line up all the bikes on the beach for a group photo. Sounds good but in reality, not so good. Actually, watching a bunch of old guys on old bikes riding in loose sand was fairly entertaining. We get 'em all lined up just so and all of a sudden I hear "oh shit!" It's Frank Westfall watching his freshly restored Henderson starting a game of dominos with Mike Bell's Harley and my bike is next in line. Over they go and it was at that moment I knew I had made the right decision

not taking the Henderson. Rear stands don't work well in wet sand. Went and got Frank a hunk of wood for his. Mike broke his shield and I still haven't found which scratch is which on the old knuck.

Off we go. Seventeen days in the saddle. Four thousand miles. About 90% of that is flat. Knowing that, I threw a 25 tooth sprocket on the bike. I really don't like to go slow with that much ground to cover. What about the mountains? That's why transmissions were invented. The 61 inch knuckle has plenty of torque and really only had to get into third on severe uphill twisties. Most of the time I ride alone or in small groups. I just don't think riding in large groups is safe if you're not familiar with the other riders. One day I was riding with the other 36 knuckle riders, Carl Olsen, Matt and Ken McManus and Scott Wages, the Golden Ticket winner. We were riding single file on a narrow, twisting road in a residential area. I was riding in front of Scott and noticed a car coming fast to an intersection from the right. He wasn't even thinking about stopping and I knew I would just get through before he got there but Scott was not gonna be so lucky. He had to cross into the other lane and somehow avoided the guy with some quick maneuvering and fortunately no oncoming traffic. Too close for comfort. Just seems safer when you don't have to worry about other riders in front of and behind you in situations like that.

People often say things to me like, "Doesn't your ass hurt?" or "Your back must be killing you at the end of the day." I didn't experience either of those problems. The worst part physically was my hands. Takes about two months after the ride for the numbness to go away. Some days when it's raining and the temperatures are right around freezing there's just no way to keep your hands warm even with insulated gloves and waterproof gloves over those. You just can't wait for the temp to rise even a little bit. Guess if I had a choice, I'd take the heat over the cold any day. You suffer in the cold but the bike suffers in the heat. It wasn't uncommon to have as much as a 60 degree swing in temperature during the day. That feeling of riding out of the cold, rainy, foggy soup into the warm sunshine is great!

They call the Cannonball an endurance run, not a race, but don't be fooled. This year's run allowed bikes that can easily go 80 mph, including mine. They can go 65 all day long. To me, why not ride the bike at that speed if it can take it? The race for me was against myself and the clock. There was definitely a handful of us racing to be the first one in at the end of the day. Some days you win, some days you lose. When you lose, you gotta listen to comments like "What took you so long on that evo?" from Peter Reeves or "You get lost mate?" from Kevin Waters. When you win you get to dish it right back. Gotta love it! This Cannonball is just about the most fun you can have with your clothes on. By far, it's the best way to see the country. The scenery, the smells, the mountains, the rivers, the deserts, but most of all, the people. I recall a day in Georgia when I had to stop for fuel. Pulled into this little town and there were only two gas stations. The one on the right was all nice and new and fancy. The one on the left was old and run down with a row of local good ole boys sitting out front on cinder blocks. Now this Yankee doesn't get into the Deep South very often so I decide to fuel up at the old Amoco and pull up a cinder block and a cold Pepsi. I spent an hour talking to those fellas and I couldn't understand half of what they said and they couldn't understand half of what I said. Only in America.

The Springfield Motorcycle Show



Mohawk Camp and Ride: Sept. 19 – 21 2014

By Jamie Seidell

On Thursday afternoon I packed up and headed up the Mohawk Trail to join Jim Seidell at Mohawk Park. It was that time of year again- time for our annual Indian Summer Camp and Ride. By the time I pulled in to set up camp, things were already buzzing with activity- 27 people were set up for the weekend. Friday saw a continued stream of chapter members and friends setting up camp and getting ready to ride. I had to run back down the Trail to Greenfield for a meeting, and just made back it for the start of the first group ride around 10am Friday.



About 12 riders headed out west along Rte 2 through North Adams and Williamstown Ma. We picked up Rte 43 and headed for the town of Hancock, MA. Our first stop was at Sherman Derby's shop and museum. Sherman has a collection of 20 restored Indians, the oldest being a 1931 Four Cylinder and the newest being a 1948 Chief. This place is what I would call the ultimate man cave. After some great hospitality from Sherman and his family, our group of riders headed up Rte 43 toward MT Greylock.



After a challenging ride through steep hills and tight turns, we worked our way to the last stop of the day. We turned off Rte 8 and onto Rte 116 in Cheshire MA, where we stopped once again at Jim Hoellerich's Museum of Vintage Trail Bikes. This place is like stepping back 40 years or more in time- all the bikes and engine displays look new. We also got to see his new expansion across the street. Great job Jim, keep up the good work. After the tour we all saddled up to head back to Mohawk Park. We rolled back to camp around dinner time, and found many more chapter members had filled in

the campground. It was going to be a great run this year.

Saturday morning brought overcast skies and bitterly cold temps. A breakfast buffet was put on by Paul and Deb of the Mohawk Park Restaurant this year. This change was made to help keep Jim free to organize the event. Around 9:15, everyone gathered in the upper field, layered up and ready to ride. A total of 52 bikes gathered, including about 25 vintage Indians. Jim held a short drivers meeting so everyone was on the same page. He then took up the lead, and the side car rigs filed in behind him up front. I rode near the back in case there were any issues, since I knew the route. The pack was followed by two chase vehicles driven by my mom, Dawn, and my wife, Jen. The group rolled down Rte 2, turning onto Rte 112 and then onto Rte 116 through Conway. We had a break down along Rte 5&10, with one rider being trailered after his clutch pedal

shaft broke. Sometime later, another rider got a flat tire and was also loaded up.

The ride forged onward. The first real chance to pull off the road was just after we turned on to Rte 202 in Pelham, MA along the Quabbin Reservoir. We regrouped and the ride rolled on down Rte 202 into New Salem. We continued into Orange and then Athol. At this point, it was getting time for lunch and a gas stop. A McDonald's with a Cumberland Farms across the street got the job done. There, we caught up with Hap, who had taken a wrong turn off of 116 and somehow got to the planned lunch stop 30 minutes before the rest of us.

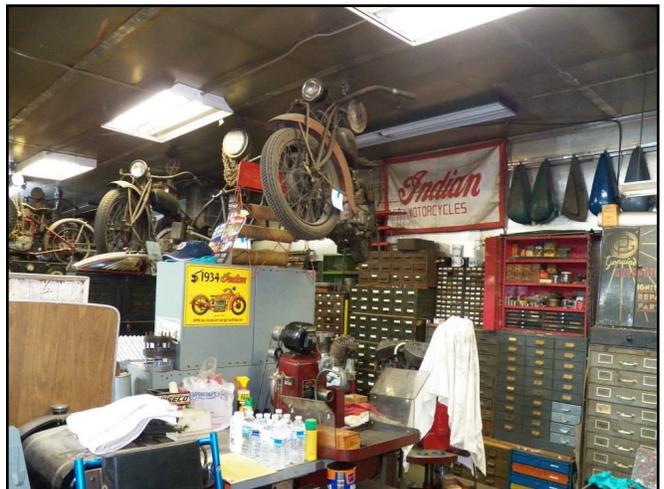
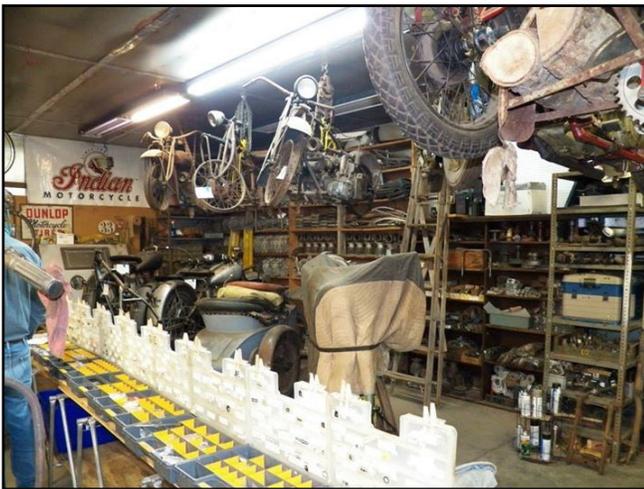
With our stomachs and gas tanks full, we pressed on toward our main attraction, Kent Thompson's garage in Fitzwilliam, NH. We headed up Rte 32, and then onto Rte 119. That road was a little rough, especially for a rigid frame Chief. Kent's place was just up the road on Rte 12, and our tribe rolled into his driveway in full force. Kent has a fully functioning Indian shop where he does repairs and restorations. Walking into his garage, we were greeted by the sight of 20 antique Indian motorcycles in as-found condition hanging from the ceiling, many still in original paint. What a sight! While we were stopped, folks managed to get the pedal fixed on one of the bikes on the trailer so it could get back on the road; the flat tire would have to wait until we returned to camp.

After admiring the shop and resting up, everyone saddled up to head back to the camp. Once we got back on Rte 12, we headed down Rte 119 and onto Rte 10 through Winchester, NH. We continued on through Northfield and Bernardston, MA. From there we rolled through Greenfield and back to Rte 2, and returned to Mohawk Park without any further problems. What a day! The ride ran about 150 miles.

After the ride, a group helped fix up the flat tire. Most folks either went up to the pub for dinner, or settled in by a campfire for the evening. On Sunday, the breakfast buffet at the restaurant was once again made available for those that wanted it. Then it was time to break camp and say goodbye to the Berkshires. Awesome roads and great times were enjoyed by all. Until next year...



More Mohawk Camp & Ride Photos



Club Events

- May 22-23** Rhode Island Camp & Ride, West Greenwich RI
Contact Tom Covill 401-241-5606
- June 7** Tumbleweed Vintage Motorcycle Show, Taunton MA
- June 14-17** Yankee Chapter National Road Run, Keene NH
Contact Dan Margolien 603-401-8851
- July 26** Indian Day, Springfield MA
Details of a Wigwam Weekend camp & ride coming soon
- July 31-Aug 1** Yankee National Meet, Hebron CT
- Sept. 18-20** Indian Summer Camp & Ride, Charlemont MA
Contact Jim Seidell 413-527-0421

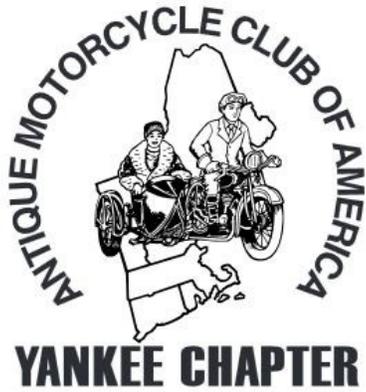


Other Upcoming Events

- April 24-25** Perkiomen Chapter National Meet, Oley PA
- June 12-13** Rhinebeck Coalition National Meet, Rhinebeck NY
<http://www.rhinebecknationalmeet.com/>
- June 26-28** Jampot Rallye, East Durham NY
<http://www.jampotrallye.com/index.htm>
- Aug 14-15** Empire Chapter Meet, Brookfield NY
- Oct 2-3** Chesapeake Chapter National Meet, Jefferson PA

*Photos from the 2014 Hebron Meet courtesy of Tom Connors. Thanks for sharing, Tom!
See more at <http://www.situationrad.com>*





**Want to promote your event, sell your bike, or just share a good story?
Contributions to the Yankee Chatter accepted at any time.**

Photos, articles, flyers, ads, questions,
and any other content can be sent to:

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